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PEACOCK GAP NEIGHBORHOOD PLAN

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DRAFT



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Dear Neighborhood Plan Recipient:

Spring, 1979, witnessed the end of an exhausting and divisive discussion of a major residential development proposed for the Peacock Gap Neighborhood. Two actions completed the discussion. The first was a denial of the development application based on specific findings. Tied with those findings was the recognition that planning in the neighborhood needed to be comprehensive, due to the interrelationships of new homes and other important local issues. Consequently, the second action was a directive of the San Rafael City Council commissioning the Peacock Gap Neighborhood Plan.

The charge to begin work on the neighborhood plan was not directed solely to City staff or an outside battery of consultants. It was more of a call to participate in a forum where the particular aspirations of all could be voiced and, hopefully, consensus could be reached. While the forum was established, the consensus was never achieved on the basic issue of density of new development. At times the stakes are too large in the views of neighborhood residents and owners of undeveloped properties to achieve a common ground. Such is the case with the Peacock Gap Neighborhood Plan. Through a series of four public meetings and many informal meetings and conversations, an attempt was made to reconcile what some termed irreconcilable differences.

What was achieved during formulation of the original Draft Peacock Gap Neighborhood Plan was an educational process beneficial to all involved. The representatives of the homeowners association articulated and refined their aspirations for the neighborhood. Owners of vacant land refined their development expectations and, in some instances, moved closer to the existing residents' expression of the future form and character of the neighborhood. Other owners remained casual observers. All parties involved are now cognizant of the myriad of issues, local and regional, affecting Peacock Gap. The following are but a sample of the diverse factors which ultimately shaped the Draft Plan: access to and use of China Camp State Park; quarrying activities and markets of Basalt Rock Company; upgrading and expansion of the Marin Bay Treatment Plant; implementation of the San Francisco Bay Conservation and Development Commission's Bay Plan.

TO THE HONORABLE CITY CLERK
CITY OF SAN RAFAEL
1000 CALIFORNIA STREET, SUITE 200
SAN RAFAEL, CALIFORNIA 94901

RE: [Illegible text]

I, [Illegible text], do hereby certify that the within and foregoing is a true and correct copy of the [Illegible text] as the same appears in the records of the City of San Rafael.

WITNESSED my hand and the seal of the City of San Rafael this [Illegible text] day of [Illegible text], 20[Illegible text].

[Illegible text]

The result of the educational process was the original Draft Peacock Gap Neighborhood Plan which encompassed both community and landowner sentiment and, just as importantly, sound planning principles as originally defined by the San Rafael General Plan. As promised early in the process, if differing conclusions were reached concerning density, circulation, etc., then those differences have been described to City decision-makers as objectively as possible. Such an analysis is to be found in the alternatives section of the Draft EIR. The staff reports prepared prior to public hearings have also fully discussed the issues for which consensus was not reached.

Only one regret accompanied the original document. That was the lack of comprehensive discussions, at the neighborhood level, of the option for moderate income housing within the neighborhood. Many residents voiced support for an in-lieu fee concept, and many expressed the hope that a more varied housing opportunity could be found for police officers, fire fighters and "people generally working in San Rafael". The in-lieu fee was found to be infeasible because of the lack of State and local enabling legislation. However, the opportunity for providing affordable housing has been made available by one landowner. The full implications of this offer are found in the text of the neighborhood plan. It was felt that due and careful consideration should be given the alternative providing for affordable housing and that the final plan should contain this provision. This revised Draft Plan includes such an alternative as an option for consideration by the City Council.

In conclusion, the City staff would like to extend its appreciation to the Neighborhood Plan Committee of the Peacock Gap Homeowners Association for its eloquent statements regarding the future direction of the peninsula. Thanks are also extended to the representatives of major landowners who expressed their aspirations. It is mandatory also to extend our appreciation to Mr. John Roberto, Planning Consultant, who had the most difficult assignment of all - that of supervising the original data collection, distilling that data and weaving it together with the often conflicting viewpoints of the homeowners, owners of undeveloped lands, and the General Plan. His private agonies were then multiplied by having to defend nonconsensus recommendations publicly - no easy task in this case.

The ultimate objective throughout the planning process was to protect and enhance the integrity and individuality of the neighborhood while recognizing the property rights of major landowners. It is felt that the revised Draft Neighborhood Plan contained in this document succeeds in fulfilling this objective. The revisions contained in this document are the result of Planning Commission direction to staff and consultant at four public meetings pertaining to the original Draft Plan.

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REVISED

DRAFT PEACOCK GAP NEIGHBORHOOD PLAN

Prepared in Conjunction with the
Neighborhood Plan Committee of the
Peacock Gap Homeowners Association

and

Representatives of Major
Undeveloped Parcels

Prepared by the

City of San Rafael

and

John Roberto Associates

August, 1980

Note: Revised portions of text are underlined.
Eliminated substantive language is lined through.

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THE HISTORY OF

THE CITY OF BOSTON

FROM THE FIRST SETTLEMENT

TO THE PRESENT TIME

BY SAMUEL JOHNSON

ESQ.

IN TWO VOLUMES

LONDON: Printed by J. JOHNSON, in Pall-mall.

MDCCLXXXIII.

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EXECUTIVE SUMMARY

"An important feature of San Rafael is the distinct and identifiable characteristic of its residential neighborhoods. Physical features such as ridgelines or knolls, social and cultural features such as historic structures and dwellings with landmark or exceptional landscape values illustrate factors which inspire citizen identification with the neighborhood. The very active homeowners' associations which have formed in many of the neighborhoods are expressions of close community ties. Inherent in these strong localized ties is an appreciation of the high quality of the distinctive features of the neighborhood, and includes feelings of protectionism lest these qualities be lost."

San Rafael General Plan, 1974.

These comments introduce San Rafael's General Plan statements concerning neighborhood planning. They are indicative of the attitudes and aspirations of Peacock Gap residents relative to their neighborhood. As is expected where large undeveloped areas exist within a neighborhood, a wide dichotomy is found between neighborhood aspirations and developer's expectations. In an attempt to reconcile some or all of these differences, the City Council commissioned the Peacock Gap Neighborhood Plan.

The evolution of the original Draft Plan occurred during four general membership meetings of the Peacock Gap Homeowners Association. In attendance at each of these meetings were representatives of most of the landowners of undeveloped properties. In addition to the four general membership meetings, two additional workshops were held with the Neighborhood Plan Committee of the Homeowners Association. Mr. John Roberto, planning consultant, also met individually with representatives of undeveloped property.

Subsequent to the neighborhood meetings, the San Rafael Planning Commission considered the original Draft Plan and Draft EIR at six meetings. As a result of these meetings and independent analysis of the neighborhood's distinctive environmental constraints and development opportunities, the following goal was articulated for the Peacock Gap Neighborhood Plan and endorsed by the Planning Commission:

TO MAINTAIN A HIGH QUALITY RESIDENTIAL ENVIRONMENT
FOR PRESENT AND FUTURE RESIDENTS OF PEACOCK GAP

This goal is achieved by the following policies in the Plan:

1. Preservation of distinctive open space

- a. No foundations are to be located above an elevation of ~~115~~ 125 feet, thus establishing an open space preserve in excess of 170 acres. Those lands preserved are to be dedicated in fee simple to the City of San Rafael or placed within a perpetual open space easement.
- b. The distinctive view corridor identified on the lands of New York-Cal Industrial Corporation north of the golf course would be preserved.
- c. Views to the golf course would be preserved and enhanced via the new residential street network.
- d. The golf course would be rezoned to an open space district.

2. Minimization of future traffic impacts

- a. Peacock Drive would absorb only that traffic generated by the American Savings and Loan development.
- b. Traffic on Riveria Drive would decrease significantly due to installation of a cul-de-sac at its intersection with Biscayne Drive and new circuitous routing through the School District property.
- c. Biscayne Drive traffic would increase to a level comparable with similar streets in San Rafael. Mitigation for southside residences would be provided by street realignment to create a frontage drive.
- d. Point San Pedro Road would be developed as a four lane arterial from its intersection with Riveria to the main entrance to the Dillingham property and as an improved two lane arterial from there to Biscayne Drive. Point San Pedro Road would absorb the majority of the traffic generated by development of the New York-Cal, School District, Sixty Trust and Dillingham properties.
- e. An emergency access would be established between Peacock and Biscayne Drives for emergency vehicle use only.

3. Development of neighborhood park system

- a. A community park with an approximate size of six to seven acres would be reserved on the lands of New York-Cal and American Savings and Loan.
- b. A small vest pocket park is to be developed on the lands of the School District.

c. At the time of development of the Dillingham property, a bay frontage park linked to McNears Beach and the existing walkway on Point San Pedro Road would be established.

d. The open space preserved north of the golf course would relate to China Camp State Park, providing both a City-maintained buffer zone and a scenic backdrop for the neighborhood.

4. Preservation of distinctive ecological and archeological features

Several distinctive areas would be preserved by restricting or controlling development.

5. Assignment of development potential for vacant lands

The major issue in the Peacock Gap neighborhood is density. While general agreement exists on the question of types of land use appropriate for the neighborhood, a wide range of views continues in respect to density.

During preparation of the Neighborhood Plan, density has been determined to be a product of the following criteria:

- a. Compatibility with the density and configuration of existing development.
- b. Capability of the land to handle new development based on physical and biological constraints as defined in the Environmental Impact Report.
- c. Consistency with the environmental conservation policies of the San Rafael General Plan.
- d. Standards recommended in the Plan for average daily trips (ADT) on major streets within the neighborhood to maintain a high quality residential environment.
- e. Capabilities of public services and utilities to meet the needs and demands of new development.

A summary description of how the goal, objectives and specific policies embodied in the Plan affect the eight major developable parcels follows. In that a logical break is found between the incorporated and unincorporated areas, the descriptions are presented under those general headings.

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

REPORT OF THE
COMMISSIONER OF THE
BUREAU OF CHEMISTRY

FOR THE YEAR 1900

CHICAGO, ILL., 1901

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INCORPORATED AREA

Lands of American Savings and Loan (Parcel 1, Map P1)

Development of American Savings and Loan's property would be exclusively single family detached units on lots similar in size and configuration to those now found along Peacock Drive. A total of ~~61~~ 64 single family dwellings would be created. Views of the golf course would exist along the extension of Peacock Drive, which will be a loop roadway confined entirely to American Savings and Loan property. All but three single family dwellings would have access from this extension of Peacock Drive. No major roadway connection would be established between the extensions of Peacock Drive and Biscayne Drive. The southerly McNear Drive would be extended as a short cul-de-sac, thereby creating three new lots similar to adjacent parcels. Pedestrian and safety vehicle access would be provided by the design of this cul-de-sac.

Approximately two to three acres of lands adjacent to the holdings of New York-Cal Industrial would be dedicated for park purposes. Combined with parkland to be dedicated on New York-Cal Industrial property, this area would become the Peacock Gap neighborhood park.

To preserve the neighborhood hillside backdrop, no foundations would be allowed above the ~~115~~ 125 foot contour. All land defined as open space would be dedicated to the City.

Lands of New York-Cal Industrial Corporation (Parcel 2, Map P1)

Brick Barn:

The preservation of the Barn would be assured by allowing adaptive use as a residential complex with up to 15 units.

Single Family Detached Units:

Homesites for up to 49 single family homes would be located in the area generally surrounding the Brick Barn. Lot sizes would be comparable to existing lots in the neighborhood. Access to these homes would be via an extension of Biscayne Drive. Approximately four acres would be combined with the dedicated parcel from American Savings and Loan to create a new neighborhood park of six to seven acres. Emergency access for safety vehicles would be provided through the park. No through traffic would be permitted. Again, no foundation would be set above the ~~115~~ 125 foot contour, and open space areas would be dedicated to the City.

THE HISTORY OF THE UNITED STATES OF AMERICA

The history of the United States of America is a story of growth and development. It begins with the first settlers who came to the continent in search of a new home. These settlers established small communities and gradually expanded their territory. The United States grew from a small colony to a vast nation, encompassing a wide range of geographical features and climates. The history of the United States is a story of the struggles and triumphs of its people, who have worked hard to build a better life for themselves and their children.

The United States has a rich and diverse cultural heritage. It is a land of many different peoples, each with their own unique traditions and customs. The United States has been shaped by the contributions of many different groups of people, including Native Americans, African Americans, and immigrants from all over the world. The United States is a land of opportunity, where anyone can achieve their dreams through hard work and determination.

The United States is a land of freedom and democracy. It is a place where people are free to express their opinions and beliefs, and where everyone has the right to participate in the government. The United States is a land of progress and innovation, where new ideas are constantly being developed and put into practice. The United States is a land of hope and possibility, where the future is bright and full of potential.

The United States is a land of beauty and wonder. It is a place with stunning landscapes, from the majestic mountains to the beautiful beaches. The United States is a land of history and culture, with many famous landmarks and historical sites. The United States is a land of love and compassion, where people are kind and helpful to one another. The United States is a land of peace and harmony, where everyone lives together in unity and understanding.

Townhouse Complex:

In the area east of the "Gap" and north of the present terminus of Biscayne Drive, a sixty unit townhouse complex is proposed. The area for this complex is sufficient in size to allow for creativity in design and to insure that these townhouses would be, at minimum, comparable to The Knolls.

Garden Units Complex:

The present garden units complex would be expanded by 32 residences of similar design. Access would be off of Biscayne Drive.

Townhouses (Parcel 6, Map Pl)

Two alternatives are available for consideration on this parcel. Following all neighborhood discussions, the owner's representative offered a density transfer to achieve below market rate housing on this parcel. All of the discussions in the neighborhood contemplated conventional market rate housing.

Due to scenic and geologic soils constraints, only 12 of the 31 acres in this parcel are utilized. If only market rate housing is endorsed, that area will support 43 townhouses. Access would be via Point San Pedro Road. Open space areas would be dedicated to the City or retained under homeowners association ownership with development rights ceded to the City of San Rafael.

The second alternative would achieve more goals of the General Plan by permitting the construction of below market rate housing on this parcel. These units would be reserved for families of moderate income and would stand independent from the traditional governmental subsidy programs. By being locally controlled, the sale of these units could be offered first to families of moderate income (currently defined as a maximum income level of \$24,840 for a family or four) now residing in San Rafael as tenants or with at least one adult employee working within the City of San Rafael. Appropriate resale restrictions would be placed on the units to provide for continuity of ownership among moderate income families.

The original Draft Plan concluded that below market housing for moderate income families is appropriate within the context of the

Neighborhood Plan. The evidence is conclusive that such housing is not being provided in sufficient numbers within the City of San Rafael. Further, attempts to create such an opportunity should not be denied if it can be done without jeopardizing the integrity of an existing neighborhood.

The final configuration of such housing in relation to the Peacock Gap neighborhood can only be answered within the context of a full development application. The Plan concluded that the appropriate location is on Parcel 6 adjacent to Point San Pedro Road, that home ownership by moderate income families should be a priority, and that all attempts should be made to preserve local control of this alternative.

San Rafael School District (Parcel 3, Map P1)

This ten acre parcel was originally purchased as a future elementary school site. Based on student enrollment projections, the School District has determined that an elementary school will not be needed in the neighborhood.

The Draft Neighborhood Plan proposes 24 single family detached dwellings on lots similar to those along Riviera Drive. Riviera Drive at Biscayne Drive would be converted to a cul-de-sac, and a more circuitous link to Biscayne Drive would be routed through the parcel. In that way, much through traffic on Riviera Drive would be diverted to Point San Pedro Road, which would then be a significantly improved two-lane roadway. The plan also proposes that a pocket park for young children be located on the School District property because of the number of units to be built there and the distance to the new neighborhood park site.

Roman Catholic Church (Parcel 7, Map P1)

On the land surrounding the church, ten single detached dwellings are proposed. Lots would be similar to existing surrounding residential development with access off Point San Pedro Road.

UNINCORPORATED AREA

Draper Property (Parcel 4, Map P1)

This approximately one acre parcel outside the City limits is currently developed with one single family residence, the maximum density allowed by County zoning. The Draft Neighborhood Plan proposes no change for this parcel.

Sixty Trust/Dole (Parcel 5, Map P1)

This twenty-seven acre parcel would be developed with from 12 to

27 single family detached units. The original Draft Plan designated the lower area adjacent to Point San Pedro Road and Cantera Way as the development envelope. The Draft EIR identified that noise and traffic impacts from Point San Pedro Road and McNears Beach County Park would adversely affect that development envelope. It had been designated primarily through a process of elimination: the upland portion of the property is mostly above the 125 foot contour and heavily wooded. Additionally, it appeared that water could not be easily supplied to the higher elevation portions of the property.

Since publication of the Draft Plan, additional information has been provided by representatives of the new property owner of Parcel 5. There has been extensive consultation with the owner's representatives and neighbors about the new information. It appears reasonably possible that the higher elevation portions of the site can be developed with adequate water supply, little tree removal and minimal intrusion to existing residential areas. Due to this site's hillside woodland character, very specific development standards are set forth in the text of the revised Draft Plan to ensure environmentally sensitive development compatible with the goal and objectives of the Plan.

Dillingham Corporation (Parcel 8, Map P1)

This almost 300 acre parcel would not be developed until after depletion of the brick and rock resource materials. Basalt Rock Company, the rock quarry operator, estimates the life of the quarry to be ~~12~~ 10 to ~~15~~ 12 years. After that time, there would be two major development areas: near Point San Pedro Road north of the ridge and south of the ridge on the bay side. New development coincidental with quarrying activities would be inappropriate due to noise and traffic impacts associated with the quarry operations.

In the northern area, ~~100/10/200~~ single family detached dwellings would be developed next to the marsh, which is to be reopened to tidal action. A neighborhood-scale office commercial complex would be developed at the site of the brick works, incorporating some of the existing stacks and other historical buildings.

residential units including
In the southern area, ~~200/10/300~~ townhouse/condominiums ~~units~~ would be located southwest of a harbor and marina created from the quarry bowls excavated below sea level. Recreational commercial development would be adjacent to the harbor on the east side. Consistent with the San Francisco Bay Conservation and Development Commission Bay Plan, public access would be provided all along the bay frontage.

The magnitude of the entire development would be further defined at the time of application. The primary factor in defining the intensity of development will be the traffic capacity of Point San Pedro Road and Highway 101.

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NEIGHBORHOOD PLAN ASSUMPTIONS

Discussed at the neighborhood meetings were several basic assumptions which were then used throughout development of the Plan. These assumptions are as follows:

1. Pressure for urban development will continue, and that pressure will be governed through the adoption of a Neighborhood Plan.
2. New development will be of high quality in keeping with the neighborhood's existing character.
3. The primary transportation mode will continue to be the automobile.
4. The main access to Highway 101 will continue to be Point San Pedro Road.
5. The early morning and late afternoon congestion found between Highway 101 and San Rafael High School will continue. This congestion may be lessened by improvements to the southbound on-ramp, development of an alternative bus transfer point, removal of parking along Second and Third Streets, and Highway 101 improvements.
6. Primary access to China Camp State Park will be via North San Pedro Road.
- ~~7. // Places of employment for adult residents will continue to be primarily outside of San Rafael.~~
7. The quarry materials on the lands of the Dillingham Corporation are a significant regional resource.
8. The timing of new development is tied directly to ~~improvement of the Marin Bay Treatment Plant~~ provision of additional wastewater facilities.
9. Provision of utility services, roadways and parks requires coordinated functioning of local government for financing, planning and execution. Development in the unincorporated sectors would require an illogical extension of services by the County of Marin, especially for police and public works functions.
10. Local Agency Formation Commission policies recommend that urban development within a city sphere of influence boundary belongs in the city. The Neighborhood Plan will stand as the central planning guide for the County of Marin and the City of San Rafael in respect to the Peacock Gap neighborhood.

THE HISTORY OF THE UNITED STATES

1

The first part of the history of the United States is the story of the discovery of the continent by Christopher Columbus in 1492. This was followed by the settlement of the eastern coast by the English in the early 17th century.

The second part of the history is the story of the growth of the colonies and the struggle for independence from Britain in 1776.

The third part of the history is the story of the early years of the new nation, from 1787 to 1800.

The fourth part of the history is the story of the expansion of the United States westward, from 1800 to 1845.

The fifth part of the history is the story of the Civil War, from 1861 to 1865. This was a period of great conflict and change in the history of the United States.

The sixth part of the history is the story of the Reconstruction period, from 1865 to 1877.

The seventh part of the history is the story of the Gilded Age, from 1877 to 1900.

The eighth part of the history is the story of the Progressive Era, from 1900 to 1917.

The ninth part of the history is the story of World War I, from 1917 to 1918.

The tenth part of the history is the story of the interwar period, from 1918 to 1939.

The eleventh part of the history is the story of World War II, from 1939 to 1945.

The twelfth part of the history is the story of the Cold War, from 1945 to 1991.

The thirteenth part of the history is the story of the present day, from 1991 to the present.

OBJECTIVES OF THE NEIGHBORHOOD PLAN

Objectives are the primary policy statements of the Neighborhood Plan, consistent with the San Rafael General Plan. Policies for specific properties are enumerated in the individual Elements of the Plan. The objectives were endorsed at a neighborhood meeting during the early stages of Plan preparation. Any discussion about the Plan should focus on how it does or does not achieve the following objectives.

Objective #1

To define and adopt acceptable standards for traffic volumes on the major residential collector streets - Biscayne, Peacock and Riviera Drives.

Comment:

Rather than adopt a text book standard, the traffic volume ceilings of the circulation Element are derived from traffic data on other residential collectors in San Rafael.

Objective #2

To limit and phase new development to minimize traffic impacts on the Point San Pedro Road corridor.

Comment:

Any development in the area tributary to Highway 101 and the central San Rafael on and off ramps would adversely affect existing congestion there. The Plan EIR identifies several improvements which can be made to improve traffic flow. Designation of the Dillingham property as a geologic resource area for ~~12~~ 10 to ~~15~~ 12 years has a side effect of phasing ultimate Peacock Gap development. Because traffic conditions are expected to change within that time frame, new traffic studies will be required at the time of development of the Dillingham property.

Objective #3

To protect areas of significant open space value that contribute to the visual image of the neighborhood.

Comment:

The Draft Plan would proscribe development on the ridges and cluster lots and townhouses in order to maximize open areas. The golf course would be rezoned to recreation district consistent with its status as the open space focal point of the neighborhood.

DECLARATION OF INDEPENDENCE

When in the course of the human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the laws of nature and of nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.

1776

These united Colonies by these presents, solemnly publish and declare that the thirteen united Colonies are free, sovereign and independent States, absolved from all allegiance to the British Crown, and that all political connections between them and the Kingdom of Great Britain are and ought to be totally dissolved.

That the Prince of Great Britain, King of Great Britain, Ireland, and of the Towns and Colonies beyond the Seas, has by the said Declaration, forfeited the rights of a British Subject, and that he has, by the said Declaration, renounced the allegiance of the said Colonies, and that he has, by the said Declaration, declared that he will not be bound by the laws of Great Britain, and that he will not be bound by the laws of the Colonies.

That the said Colonies are entitled to the same rights and liberties as the people of Great Britain, and that they are entitled to the same representation in the British Parliament, and that they are entitled to the same protection of the British Crown.

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Objective #4

To preserve and enhance the features that contribute to the area's unique natural environmental ~~hazards~~ setting.

Comment:

Fresh water marshes and riparian corridors will be protected. The historical salt marsh adjacent to Point San Pedro Road will be opened to tidal action at the time of development of the Dillingham property.

Objective #5

To provide adequate public services and facilities to maintain ~~present~~ adequate levels of services for existing residents and comparable levels of service for future residents.

Comment:

A host of public improvements are required to implement the Plan. New development is to occur only if within the City limits. New services and facilities are to be provided by the new development necessitating them.

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NEIGHBORHOOD PLAN ELEMENTS

One of the primary advantages of a neighborhood plan is the opportunity to take the generalized goals of the San Rafael General Plan and focus them on the problems and opportunities within a particular neighborhood. The Plan Elements found within this section are products of the goals and language of the General Plan combined with further research which incorporated neighborhood and property owner views and sound planning principles. The Plan Elements combine to protect and enhance the quality of life of the area's existing residents while allowing for new comparable residential and compatible non-residential development.

It must be remembered that the Elements are interrelated and not independent. This is especially true when one considers the close relationship between housing density and traffic intensity.

A. Circulation and Traffic

1. Neighborhood Circulation

Traffic impacts have been the major concern of neighborhood residents ever since New York-California Industrial Corporation proposed to develop its remaining lands. The Plan is primarily remedial because substantial portions of the neighborhood, including the major collector streets, are already developed. The original master plan for the area around the golf course included a perimeter roadway system comprised of Peacock, Biscayne and Riviera Drives.

The main difficulty with implementing the originally planned circulation system is the nature of existing residential development along Peacock and Riviera Drives. Numerous single family detached homes with only 15-foot setbacks have been built along those two streets. Consequently, Plan Objective #1 was adopted to ensure that due consideration was given to alternative circulation schemes which would protect the quality of life for existing residents while allowing reasonable development of adjacent lands.

A survey of other residential collector streets in San Rafael was performed. It was found that Forbes and Mountain View Avenues, residential collector streets in other desirable neighborhoods, experience traffic volumes of approximately 2700 ADT (average daily trips). It was ascertained that property values along those streets had not been adversely affected by those traffic levels. The survey also showed that residential streets carrying significantly higher traffic volumes, such as 5000 ADT on lower Knight Drive and Fifth Avenue near "H" Street, were perceived by residents and the community at large as being traffic-impacted.

Two major problems are encountered if Peacock and Biscayne Drives are not connected: lack of adequate emergency vehicle access and diversion of traffic onto Riviera Drive. The Plan includes measures which solve those two problems: emergency vehicle access can be provided through the new neighborhood park; through traffic can be diverted from Riviera Drive to Point San Pedro Road by modifying the northern end of Riviera to a cul-de-sac, providing on the School District parcel a circuitous connection between Riviera and Biscayne for local traffic, and improving Point San Pedro Road to two lane arterial standard. Traffic impacts to residences on the south side of Biscayne Drive would be lessened if a frontage drive can be provided via realignment of Biscayne Drive west of Riviera Drive.

The following policies comprise the Circulation Element

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for the neighborhood environs:

- a. Traffic volumes shall not exceed 2700 ADT on Biscayne, Peacock and Riviera Drives.
- b. Biscayne and Peacock Drives shall be extended consistent with Map P3; only emergency vehicle access (12 feet wide and capable of supporting a fully loaded fire engine) shall be provided through the neighborhood park; temporary emergency vehicle access shall be provided at the time of development of Parcel 1 or 2, whichever occurs first.
- c. At the time of development of Parcel 3, Riviera Drive shall be converted to a cul-de-sac and a circuitous connection to Biscayne Drive established through the property.
- d. Realignment of Biscayne Drive west of Riviera Drive shall be required as a condition of development of Parcel 2 in order to provide as long a frontage drive as feasible for southside residences on Biscayne Drive.
- e. The existing two lane segment of Point San Pedro Road between Riviera and Biscayne Drives shall be improved to major arterial standard at the time of development of Parcel 2 or 3, whichever occurs first. In the event that Parcel 6 or 5 develops first, Point San Pedro Road shall be improved up to and including those parcels' respective frontages.
- f. Point San Pedro Road shall be widened to four lanes from Riviera Drive to the major entrance to the Dillingham property at the time of development of those lands. The existing access road to the McNear Brick Company from Point San Pedro Road shall be ~~abandoned at the time that portion of the Dillingham property develops~~ maintained only if adequate tidal action can be reestablished to the marsh area. The existing entrance road to the quarry shall be redesigned to allow water flow between the two marsh segments on either side. If redesign is not feasible, the major entrance to the Dillingham property shall be relocated to the eastern boundary of the marsh. At the time of development of any portion of the Dillingham property, emergency access (16 feet wide and capable of supporting a fully loaded fire engine) shall be provided through to McNear's Beach Park.
- g. Southerly McNear Drive shall be completed as a cul-de-sac with emergency access only through to northerly McNear Drive.
- h. Bicycle and pedestrian pathways shall be included in development of Parcels 1, 2 and 8. These pathways shall connect with the neighborhood park for the first two parcels and with the shoreline access strip for the latter parcel.

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DEPARTMENT OF CHEMISTRY

REPORT OF THE
COMMISSIONER OF THE
BUREAU OF CHEMISTRY
FOR THE YEAR 1900
AND THE
PROGRESS OF THE
DEPARTMENT OF CHEMISTRY
DURING THE YEAR 1900

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2. Point San Pedro Road Corridor Circulation

As detailed in the EIR, severe traffic congestion exists at the westerly end of the Point San Pedro Road Corridor. For that reason, out-of-neighborhood improvements will be required of new development in the Peacock Gap neighborhood. Because trip generation rates and traffic conditions may change in the next 12 to 15 years, additional traffic studies will be required at the time development is proposed for the Dillingham property. The following policies shall apply to out-of-neighborhood traffic effects.

- a. The City Engineer shall recommend those improvements to be made in the Highway 101 vicinity prior to and during the course of development of the Peacock Gap neighborhood.
- b. The City Engineer shall determine when and where traffic signals are required along the Point San Pedro Road Corridor as a result of development in the Peacock Gap neighborhood.
- c. The City shall actively encourage continuation and expansion of commuter transit service along the Point San Pedro Road Corridor.
- d. At the time of application for any development permit for the Dillingham property, the City shall require extensive traffic analyses assessing then existing conditions, conditions after development and mitigation measures necessary to maintain ~~then/existing~~ acceptable levels of service.

B. Visual Image and Quality of Life

Existing visual image and quality of life of the Peacock Gap neighborhood are important ingredients in the area's unique identity. The policies set forth in this Element are intended to maintain and enhance the high quality environment for existing and future residents.

1. Visual Image

- a. New single-family detached house designs shall be compatible with existing single-family detached home construction. Tentative map approval shall identify those lots needing further environmental design review in order to implement all policies of the Neighborhood Plan. New single-family detached units shall conform to the development standards contained in Appendix A.

- b. Future townhouse and condominium developments shall compliment existing single family and townhouse designs in the area. Units shall have garden-type settings. Techniques such as varying building heights and setbacks, landscaping for screening effects and judicious use of various exterior materials shall be employed to minimize the bulk of townhouse complexes. Outdoor parking areas shall be screened with landscaping. Environmental design review shall be required for all new townhouse and condominium development.
- c. No foundations shall be located above the ~~115~~ 125 foot contour. New single-family detached units immediately adjacent to the golf course shall be limited to one story in height or subject to environmental design review.
- d. Outside of the quarry area, cuts and fills shall be minimized. Graded slopes shall be contoured and landscaped to blend with natural slopes and vegetation.
- e. The major view corridor extending from the Gap across the golf course and lagoon shall remain open. If a new sewer pump station is needed in this area, it shall be located below grade.
- f. In the quarry area of Parcel 8, townhouse and condominium heights shall be varied to maximize Bay views for residents. Office/commercial development design in the brick works area of Parcel 8 shall preserve a sense of the property's industrial history. The stacks shall be preserved if structurally feasible.
- g. Open space areas shall be dedicated to the City. The golf course and lagoon shall be rezoned to a recreation district.

2. Quality of Life

- a. All new subdivisions shall be designed to enhance residential quality of life by orienting units away from collector streets such as Peacock Drive and Biscayne Drive. Ample setbacks shall be provided for new residential units along Point San Pedro Road.
- b. Future average daily traffic (ADT) counts on Peacock, Riviera and Biscayne Drives shall not exceed 2700 trips per day.

C. Open Space, Parks and Recreation

Open space attributes of undeveloped properties, the golf course, China Camp State Park, and the Bay shoreline are important ingredients in the unique setting which is the Peacock Gap neighborhood. The following policies have been devised to preserve and enhance those open space attributes while allowing reasonable development of vacant lands:

1. Ridgelines and Adjoining Slopes

- a. Construction shall not be allowed on any undeveloped ridge shown on Map P4 except for the lot cluster to be allowed at the end of southerly McNears Drive and possible upland portions of Parcel 5. The cul-de-sac on McNears Drive is intended to eliminate the nuisance potential of the existing stub street and to provide emergency vehicle access to the ridge.
- b. Development shall be contained within the envelopes delineated on Map P2.

~~c. No foundation shall be set above the 115 foot contour (note the sole exception in A above).~~
- c. Revegetation of existing damaged slopes shall be required at the time of development approvals on Parcels 1, 2 and 3.

2. Peacock Gap Golf Course and Lagoon

- a. Views to the golf course and lagoon shall be provided from new roadways on Parcels 1 and 2. Course side lots shall be designed to maximize views to the golf course and shall be subject to design review.
- b. The golf course and lagoon shall be rezoned to a recreation district which allows recreational and ancillary commercial and maintenance uses. Use permits shall be required for all uses.

3. Woodland and Riparian Zones

- a. The oak, eucalyptus and mixed woodlands shown on Map P4 shall be preserved to the maximum extent possible. Special precautions shall be taken on Parcel 8 to ensure preservation of woodland remnants there.
- b. No structures, roads or grading shall occur within the riparian zones identified on Map P4 unless compensatory mitigation is provided. A 30 foot setback for structures shall be observed around those riparian zones.

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4. Parks and Recreation

- a. A six to seven acre neighborhood park shall be dedicated on Parcel 1 and 2 as designated on Map P2.
- P2. A park development fund of ~~\$600,000~~ \$700,000 shall be established to provide physical improvement of the park site. Developers shall pay their proportionate share of this total based on their projects' percentages of the total units to be built in the neighborhood. It is expressly understood that development on Parcel 8 is exempt from this requirement because park and recreational facilities adequate to serve future residents there shall be provided on the site.
(Refer to Appendix B for apportionment methodology and calculations for the park development fund.)
- b. A small children's play area shall be provided within the development on the School District's Parcel 3.
- c. A 100 foot wide shoreline park shall be provided along the entire Bay frontage of Parcel 8. The shoreline park in conjunction with the recreational commercial area designated on Map P2 for Parcel 8 shall emphasize pedestrian and bicycle access to the Bay.
- d. Pedestrian access to open space and park areas shall be provided consistent with Map P4.

D. Environmental Protection

In the Peacock Gap neighborhood, there is potential for environmental hazards related to geology/soils, hydrology and fire. Additionally, there are unique physical and cultural environmental resources such as wetlands and historical buildings which need to be protected.

1. Geology and Soils

As shown on Map 7, "Land Capability of Major Undeveloped Areas", of the San Rafael General Plan, the majority of the vacant land in the Peacock Gap neighborhood has the physical capability to support development. As is the case in most areas underlain by Franciscan Formation, careful siting and physical control of new development will be required to protect future and existing residents. The following policies shall apply in the Peacock Gap neighborhood in order to reduce geologic and soils hazard potential to an acceptable level:

- a. All applications for development shall include a Level

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C site investigation as defined in Table 2 of the San Rafael General Plan. The San Rafael Geotechnical Review Board shall determine that submitted investigations are adequate. The Board shall further recommend which specific mitigation measures are necessary to ensure that the public is not exposed to unnecessary risk if proposed development is approved.

- b. Grading shall be only that absolutely necessary for proposed development and repair of significant geologic hazards. Erosion controls including provisions for revegetation and soil rehabilitation shall be required for all new development.
- c. Prior to any approval of development on Parcel 8, specialized studies shall be conducted of the cut slopes resulting from quarrying. Said studies shall be subject to Geotechnical Review Board evaluation as outlined in a. above.
- d. Geologic and soils constraints alone shall not determine precise location of new development. Neighborhood visual image and quality of life shall also be considered.

2. Hydrology

Increased runoff from new development has the potential to impact existing and future residents of the neighborhood. To insure adequate mitigation, the following policies shall apply:

- a. Any application for development of land which currently or potentially drains into the golf course and/or lagoon shall include hydrologic studies detailing the following:
 - (1) Existing capacity of the golf course drainage ditches, lagoon and associated pumps and gates;
 - (2) Need for improvements to the existing systems;
 - (3) Responsibility for maintenance of all elements of the drainage system.

~~New development may be approved only if adequate hydrologic capacity exists or can be provided to the satisfaction of the City Engineer.~~

New development may be approved by the Planning Commission and/or City Council only if environmental review for individual projects establishes that adequate hydrologic capacity exists or can be provided.

- b. Prior to any approval of development on Parcel 8, hydrologic and water quality feasibility of the proposed harbor, access channel and marina shall

be demonstrated by the applicant. Appropriate local, state and federal agencies shall evaluate the feasibility study. Preliminary feasibility studies shall be required as part of the Reclamation Plan application to the County. The Peacock Gap Neighborhood Plan shall be interpreted only as approval of the concept of a harbor-marina on Parcel 8.

- c. Prior to approval of any development which may drain into the marsh on Parcel 8, a detailed evaluation of biotic impacts and hydrologic alternatives shall be submitted. Long term biotic productivity of the marsh shall be protected by any drainage improvements approved by the City or other agencies.
- d. Improvements to Point San Pedro Road shall be designed to protect the roadway from flooding.
- e. New development shall conform to Title 18 of the San Rafael Municipal Code pertaining to "Protection of Flood Hazard Areas".
- f. New development shall be served by on-site storm drainage systems with capacity for 25 year storm flows. Systems shall be sized and graded to prevent mosquito breeding areas.
- g. Grading activities should be limited to the dry season, April through October. Siltation controls shall be required during grading. Immediately after grading, reseeding/planting shall be provided for erosion control. Project specific erosion control measures shall be determined at the time of project approval.

3. Fire

Peacock Gap is adjacent to the large China Camp State Park where wildland fires could occur. The following policies provide for adequate emergency vehicle response, evacuation of residents and reduction of fire hazard potential:

- a. The two emergency access roads shown on Map P3 shall be capable of supporting a fully loaded fire engine. The emergency roadway connecting Peacock and Biscayne Drives shall be at least 12 feet wide; the roadway connecting the Dillingham property and McNear's Beach shall be at least 16 feet in width.
- b. Water line and fire hydrant fire flows shall be to the satisfaction of the San Rafael Fire Department.
- c. All future cul-de-sacs shall have minimum 80-foot diameter turnarounds. Alternative designs which

1. The first part of the report, which is the most important, is the description of the situation. This is done in a very clear and concise manner, and it is very easy to understand. The second part of the report is the analysis of the situation. This is done in a very clear and concise manner, and it is very easy to understand. The third part of the report is the conclusion. This is done in a very clear and concise manner, and it is very easy to understand. The fourth part of the report is the recommendations. This is done in a very clear and concise manner, and it is very easy to understand. The fifth part of the report is the summary. This is done in a very clear and concise manner, and it is very easy to understand. The sixth part of the report is the appendix. This is done in a very clear and concise manner, and it is very easy to understand. The seventh part of the report is the bibliography. This is done in a very clear and concise manner, and it is very easy to understand. The eighth part of the report is the index. This is done in a very clear and concise manner, and it is very easy to understand. The ninth part of the report is the table of contents. This is done in a very clear and concise manner, and it is very easy to understand. The tenth part of the report is the cover page. This is done in a very clear and concise manner, and it is very easy to understand.

provide equivalent turnaround capability may be approved in hillside areas.

- d. Buffer areas composed of fire breaks and/or fire retardant landscaping shall be provided between development and large open space areas. Maintenance responsibility for these areas shall be determined at the time of project approval.

4. Physical Environmental Resources

Salt/water and/fresh/water Marshes and/a/possible/Monarch butterfly/habitat/area are unique environmental resources of the Peacock Gap neighborhood. The following policies are intended to protect those resources:

- a. The marsh areas on Parcel 2 shall not be diminished in total size. Relocation and consolidation of those marsh areas may be allowed if necessary to reduce public nuisance potential given proximity to future residential development.
- b. At the time of future development of Parcel 8, the historic salt water marsh adjacent to Point San Pedro Road shall be restored by breaching the levee and redesigning or relocating the major quarry entrance road, thereby providing renewed tidal action.
- c. Minimum 30 foot setbacks shall be required around fresh and/salt water marshes.

d.//The/possible/Monarch/butterfly/habitat/area/shall remain/undisturbed///As/part/of/any/development application/for/Parcel/5//Investigation/of/the habitat/area/shall/be/conducted/by/qualified/experts//

5. Cultural Environmental Resources

Numerous remnants of the Miwok, McNear and Chinese periods of settlement exist in the Peacock Gap neighborhood. China Camp State Park and McNear's Beach County Park protect many of those cultural resources. The following policies are intended to identify and protect the resources, both known and not yet discovered, that lie outside the park boundaries:

- a. Archeological surveys shall be required as part of any major development application within the neighborhood boundaries.
- b. The historic and architectural character of the Brick Barn Complex and environs shall be preserved during conversion of the barn to residential use.

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1. The first section of the report deals with the general situation of the country and the state of the economy. It is a very general and superficial treatment of the subject, but it is a good starting point for a more detailed study.

2. The second section of the report deals with the political situation of the country. It is a very general and superficial treatment of the subject, but it is a good starting point for a more detailed study.

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5. The fifth section of the report deals with the cultural situation of the country. It is a very general and superficial treatment of the subject, but it is a good starting point for a more detailed study.

6. The sixth section of the report deals with the international situation of the country. It is a very general and superficial treatment of the subject, but it is a good starting point for a more detailed study.

7. The seventh section of the report deals with the future of the country. It is a very general and superficial treatment of the subject, but it is a good starting point for a more detailed study.

8. The eighth section of the report deals with the conclusion of the study. It is a very general and superficial treatment of the subject, but it is a good starting point for a more detailed study.

9. The ninth section of the report deals with the bibliography of the study. It is a very general and superficial treatment of the subject, but it is a good starting point for a more detailed study.

- c. Assuming all health and safety codes can be met, the brick kilns and stacks of the McNear Brick Company shall be maintained and incorporated into future office commercial development there.
- d. Known archeological resources shall be protected to the maximum extent feasible.
- e. Should an archeological site be uncovered during any phase of construction, all activity shall be halted. After timely examination by a qualified archeologist and consultation with the American Indian Council of Marin, work may resume if appropriate mitigation measures have been taken.

E. Land Use and Density

The Executive Summary contains detailed descriptions of development for each undeveloped parcel. The Neighborhood Plan Elements cumulatively define the boundaries of and many of the design criteria for future development. The location and density of the development envelopes have evolved from the environmental constraints and opportunities of the neighborhood identified in the EIR and from the individual policies of the Circulation and Transportation, Visual Image and Quality of Life, Open Space, Parks and Recreation, and Environmental Protection Elements of the Plan.

1. Housing

One major new issue has surfaced since conclusion of the series of neighborhood meetings. This issue involves the provision of below market rate housing on Parcel 6, the New York-California Industrial property on Point San Pedro Road. In correspondence to the City of San Rafael, New York-California Industrial has offered to provide for such housing if two below moderate rate units are granted on Parcel 6 for each market rate unit eliminated from the larger Parcel 2.

There can be no doubt that there exists a necessity to provide the incentive for below market rate housing in San Rafael. A cursory survey indicates that the lowest cost new housing unit available in San Rafael in 1979 was priced in excess of \$115,000 at Spinnaker Point. By contrast, lots at Seastrand start at that price range. Assuming a 20% down payment and an 11% mortgage interest rate, a \$115,000 home would require a monthly payment of approximately \$900 exclusive of property taxes, homeowners association dues, insurance and utilities. Assuming a necessity for a ratio of gross monthly income of 3 to 1, an annual income of \$33,000 would be required to support such a mortgage. The problem illustrated by this example is only compounded when one realizes that such units are no longer available and the mortgage rate is currently in excess of 11%.

Several points can be made relative to below market rate housing in Peacock Gap. First, low income housing in the traditional sense does not seem appropriate for the neighborhood. Such subsidized housing assumes close proximity to services, shopping, transit and employment centers, which cannot be provided in this situation. Second, low income units generally assume no major expenditure for the extension of utilities. In Peacock Gap, roadways are to be widened and extended, the sewage plant must be upgraded and enlarged, the water system needs significant expansion and a financing plan for neighborhood parks is recommended. Consequently, the land development costs are so high as to preclude low income housing in the neighborhood.

The current land owner of Parcel 6 has determined that moderate income housing at below market rates is feasible subject to several conditions. Higher density and some land cost write-down appear to be the primary prerequisites. The Marin County Housing Authority staff indicates that construction costs are also so high that a mixture of market rate and below market rate units is usually required for an economically feasible moderate income housing project. Assuming these prerequisites can be met, the City is presented an opportunity to secure moderate income housing units without resorting to the usual State and Federal subsidy programs. The ability to divorce such moderate income housing development from Federal and State regulations allows the City to define its own project parameters. These include:

- a. Requiring that the units be offered as "for sale" rather than as rental units.
- b. Requiring occupancy by the owner of record.
- c. Limiting ownership to families of moderate income. (Presently defined as a maximum family income of \$24,840 for a family of four.)
- d. Granting priority for ownership to families who have at least one adult wage earner working full-time in San Rafael and/or to families now renting in San Rafael.
- e. Requiring that an appropriate deed restriction be placed on each unit so that future sales are restricted to other moderate income families.

It is the recommendation of the Draft Plan that the offer to provide below moderate rate housing be accepted as an integral part of the Plan subject to the following conditions:

1. The first part of the report deals with the general situation of the country and the progress of the work during the year. It is divided into two main sections: the first section deals with the general situation and the second section deals with the progress of the work.

2. The second part of the report deals with the results of the work during the year. It is divided into two main sections: the first section deals with the results of the work in the field and the second section deals with the results of the work in the laboratory.

3. The third part of the report deals with the conclusions of the work during the year. It is divided into two main sections: the first section deals with the conclusions of the work in the field and the second section deals with the conclusions of the work in the laboratory.

4. The fourth part of the report deals with the recommendations of the work during the year. It is divided into two main sections: the first section deals with the recommendations of the work in the field and the second section deals with the recommendations of the work in the laboratory.

5. The fifth part of the report deals with the summary of the work during the year. It is divided into two main sections: the first section deals with the summary of the work in the field and the second section deals with the summary of the work in the laboratory.

- a. The density transfer to Parcel 6 from Parcel 2 described above shall be set at ~~a minimum of 1/5 units~~ ~~for 1.0 and a maximum of 2.0 units for 1.0.~~ ~~The final number shall be determined at the time of the precise development plan approval and shall be a pro-rata of both market factors and design standards.~~ For every one condominium unit removed from Parcel 2, two units may be added to Parcel 6, not to exceed a total of 86 units on said Parcel.
 - b. Those units created by this alternative shall not be computed in the proportionate distribution of costs associated with roadways & parks. ~~and sewage plant expenses.~~
 - c. Limiting ownership to moderate income families as defined above.
2. Development Potential of Major Parcels

This section is an expansion of the information in the Executive Summary. Detailed reasons for development envelope configurations and densities are given.

Lands of American Savings and Loan (Parcel 1, Map Pl)

The graded and disturbed condition of the property creates a major opportunity for development. Access via Peacock Drive is recommended because the only alternative route, Point San Pedro Road to Biscayne Drive, is almost four times as long. That extra distance for each trip, over a mile and a half, would significantly add to the vehicle miles traveled by future residents of the property. In fact, those future residents would be expected to petition the City for extension of Peacock Drive at a later date if the longer route were to be approved.

The City policy to protect ridgelines is interpreted in the Open Space, Parks and Recreation Element of the Draft Plan to preclude foundations above the ~~1/3~~ 125 foot contour. Two to three acres of Parcel 1 combined with adjacent acreage on Parcel 2 are designated as the neighborhood park site for the following reasons:

- a. the park site needs to be centrally located in the neighborhood yet sufficiently far from Point San Pedro Road so that "over-flow" use by visitors to McNear's Beach and China Camp State Park does not occur;
- b. the open space values of the park and the golf course will be increased if they are adjacent to each other; and

- c. the visual integrity of the Brick Barn complex can be maximized if the park is located nearby.

The open space and park provisions above shape the development envelope on the property. Because of proximity to existing development along Peacock and McNear Drives, it was determined that single family detached units are most appropriate for Parcel 1. After imposing the loop circulation system on the development envelope, 61 lots of similar size and configuration of nearby development can be accommodated. Additionally, a cul-de-sac with three lots is proposed for the end of the southerly McNear Drive to eliminate the nuisance potential of the stub street.

Lands of New York-Cal Industrial Corporation (Parcel 2, Map P1)

This parcel in conjunction with China Camp State Park provides the significant visual backdrop of the neighborhood. Unlike the homes along Riviera and Peacock Drives, existing units along Biscayne Drive are well designed for location along a collector street. The Knoll and Peacock Hill are planned unit developments with dwellings orienting to the internal circulation system, not to Biscayne Drive. The units at the Terrace, which do get direct access from Biscayne Drive, are well buffered by garage and atrium placement between the living areas and the roadway. Additionally, the living areas orient to the south, toward the golf course.

Extension of Biscayne Drive is considered the most reasonable way to provide access to units on Parcel 2 for several reasons. Visual and noise impacts would be greater with a roadway located at higher elevation to the north. Access via Point San Pedro Road to the north would violate the rural nature of the State Park there. Biscayne Drive currently exists and was originally designed to function as a collector street. It serves as a logical, low elevation approach to the new neighborhood park. Realignment of Biscayne Drive west of Riviera will be required to provide a frontage drive for southside residences.

In keeping with the Open Space, Park and Recreation Element, maximizing the open space attributes of Parcel 2 is the major reason for the configuration of the three development envelopes shown on Map P2. A majority of townhouse and garden condominium rather than single family detached units are designated specifically to keep larger portions of the site in open space. The 60 unit townhouse envelope is located close to existing similar development at The Knoll. In order to maximize the value and desirability of

those 60 units, they are located to take advantage of but not encroach into the spectacular view corridor across the golf course and lagoon. The 32 unit garden complex envelope is situated adjacent to similar development at Peacock Hill, at low elevation along Biscayne Drive to minimize visual and noise intrusion. Such placement of those two development envelopes preserves the rural entranceway to China Camp State Park, large expanses of uplands and the continuous view corridor from the Gap across the golf course and lagoon. Also a large segment of Biscayne Drive has no units on the south side to open up views to the golf course.

The Gap view corridor naturally separates Parcel 2 into eastern and western portions. Single family detached units are deemed most appropriate in the western portion to compliment the low profile of the Brick Barn complex and the future residential development on Parcel 1. The envelope configuration was determined by keeping new development below the 125 foot contour, out of riparian zones and away from less stable slopes. Additionally, a triangular area bounded on two sides by the loop road would accommodate a fresh water marsh area at the foot of two natural riparian zones. Forty-nine single family lots similar to those existing in the neighborhood can be located in the development envelope.

The Brick Barn complex is proposed for conversion into a residential condominium of no more than 15 units. Extensive consideration was given to the potential to convert the complex into a public neighborhood facility. It was determined that the costs associated with preserving the building's architectural integrity while bringing it up to current code requirements are so high as to preclude public use.

San Rafael School District (Parcel 3, Map Pl)

Few constraints to development exist on this parcel. The necessity to modify the Riviera and Biscayne Drives intersection area is the most significant factor affecting the parcel. A more circuitous link between Riviera and Biscayne can be incorporated into future subdivision design of the property. In that way, Biscayne Drive traffic will be attracted to the improved Point San Pedro Road because the new road will be much closer to Point San Pedro Road than Riviera Drive and will not appear to be a collector street. Traffic from new units on the site would be attracted more to an improved Point San Pedro Road arterial than to Riviera Drive.

Single family detached units are most appropriate on this site to continue the pattern of adjacent development on Riviera and San Marino Drives. A small pocket park for young children is required because of the distance between the property and the new neighborhood park.

Draper Property (Parcel 4, Map Pl)

This parcel is outside the city limits and substantially within the jurisdiction of the San Francisco Bay Conservation and Development Commission. The property is isolated from the existing neighborhood and zoned by the County for two acre lot minimums. That zoning, which would allow no additional subdivision of the property, is appropriate for this Bayside site at an entranceway to China Camp State Park.

Sixty Trust/Dole (Parcel 5, Map Pl)

This parcel is encumbered by numerous constraints to development. Most of the steep, wooded site is above the 125 foot contour and not feasibly served by extension of the gravity water system in the neighborhood. The original Draft Plan identified the area adjacent to Point San Pedro Road and Cantera Way as the most developable portion of the site. Twelve single family detached units were proposed for that development envelope. It was noted that careful siting and building design would be required to minimize noise and nuisance impacts from the roadway and park entrance.

After publication of the original Draft Plan, the new owner's representatives submitted information about ways to develop the higher portions of the site. Those materials have been reviewed by staff and consultant and been made available to the Planning Commission and interested neighborhood residents.

It appears reasonably possible that the higher elevation portions of the site can be developed in an environmentally sensitive manner. Because this steep, wooded site is unique in that respect from other parcels in the neighborhood, a special framework has been devised for establishing City policy for the site. A set of development or performance standards has been formulated specifically for Parcel 5. Detailed development plans would then have to be consistent with those standards.

Density for the site is defined as a range due to the lack of and inappropriateness of detailed development plans at this time. The range is 12 to 27 single family units. The lower end of the range is consistent with the original

Draft Plan designation for the site. In that way, if the performance standards cannot be met, development can proceed in the area identified as the least constrained. If the performance standards can be met, a maximum density of one unit per acre is allowed.

The following development standards apply to Parcel 5:

- a. No development shall occur above the 125 foot elevation unless a water storage and delivery system can be provided which meets all requirements of the San Rafael Fire Department and which is not visible from other neighborhood properties and roadways.
- b. Tree removal shall be minimized so that the tree canopy which delineates the ridgeform remains continuous as viewed from offsite to the west and east.
- c. Because of the steep slopes and history of down-slope erosion problems at McNears Beach County Park, drainage systems shall be designed so that no downstream on or off site adverse effects occur.
- d. Detailed engineering plans for the realignment of Point San Pedro Road will be required to establish the exact location of the roadway access to the site. The most likely location is between Cantera Way and San Marino Court. The access point shall have sight distance satisfactory to the City Traffic Engineer. A main access point north of San Marino or off Cantera Way should be considered only if a safe access point cannot be located between Cantera Way and San Marino Court. The effect of headlights on existing residences shall be considered and mitigated, if necessary, when location of the access roadway is determined.
- e. New residences in the southwest portion of the site shall be located and designed so as to be screened by the eucalyptus trees along Cantera Way and the ridge shoulder which trends northeast-southwest.
- f. New residences shall be located and designed so as to be screened from views toward the site from existing homes on San Marino Court.
- g. Environmental design review shall be required for all new residences and accessory structures.
- h. Landscape materials shall be similar to those naturally occurring on the site. Introduction of non-indigenous landscape materials in the existing grassland areas will be discouraged.

New York-Cal Industrial Corporation (Parcel 6, Map P1)

The development envelope for this parcel is determined by open space, visual image, and soils constraints. The eucalyptus stand must be preserved because it is such an important visual element along the Point San Pedro Road Corridor. The development envelope (Map P2) extends behind the eucalyptus stand so that noise impacts to and visual impacts from new development are minimized. The trees also provide an additional buffer between the new development and the marsh area to be restored across the road.

Townhouse condominiums are most appropriate for the site because of the steep cross slope. Significant grading, which would be difficult to camouflage, would be required for single family detached units and driveways. Grading can be more easily screened by planned cluster development with townhouse style structures. Forty-three luxury condominium units can be achieved with careful design within the development envelope shown on Map P2. Note: the previous section of this Element outlines a housing alternative for this parcel.

Roman Catholic Church (Parcel 7, Map P1)

No significant constraints to development exist on this Parcel. Single family detached units are appropriate because of adjacent development on San Marcos Place, Riviera and San Marino Drives. Ten lots can be located within the development envelope shown in Map P2. Care will be required to ensure that the subdivision design buffers the new lots from Church traffic and other activities.

Dillingham Corporation (Parcel 8, Map P1)

This unincorporated property has been an important industrial site in Marin County for over a hundred years. Historical significance aside, the geologic resources value of the property is extremely high. Few high quality rock quarries remain in the Bay area. The Basalt Rock Company quarry is uniquely situated so that transport of high quality "blue" sandstone is possible throughout the Bay Area and Delta region via deep water barges.

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The Draft Neighborhood Plan designates the Dillingham property as a mineral resource area for 12 10 to 13 12 years. That designation is consistent with statements of Dillingham Corporation representatives that the life expectancy of the quarry is 12 10 to 13 12 years and that ~~Basalt/Rock/Company~~ quarry operations will extract materials consistent with a reclamation plan during that time frame. Dillingham representatives expect no development to take place while the resource is being mined. It is important that land use policies hinder premature cessation of mining activities when the affected geologic resource is of such regional importance. This is particularly true for a site like the Basalt Rock quarry which is naturally well-buffered from surrounding urban development.

The mining activities associated with the McNear Brick Company, a lessee of portions of the site, should also be protected during the 12 10 to 13 12 year life of the sandstone quarry. Phased development of the non-rock quarry areas of the property is not appropriate. Non-industrial uses in the northwesterly portion of the property between Point San Pedro Road and the ridge cannot be adequately buffered from the intensive quarry activities on the other side of the ridge and associated traffic out to Point San Pedro Road.

Pursuant to the California Surface Mining Act of 1975, quarry operations at the Dillingham property must be consistent with a reclamation plan approved by the County. For that reason and to provide a long range planning context for the Dillingham property, the Neighborhood Plan includes policy for the property after expiration of the geologic resource area designation. It must be remembered that the level of specificity of the Draft Plan text and maps is more general for the Dillingham property than for the rest of the neighborhood.

The entire perimeter of the property is within the jurisdiction of the Bay Conservation and Development Commission. The EIR details the policies of the BCDC Bay Plan for the Dillingham property. As a result of BCDC policies, which are consistent with the San Rafael General Plan, a shoreline park with related recreational commercial development is shown on Map P2.

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The ridge running southwest - northeast across the property naturally divides the site into two major development areas. The northerly section orients towards the marsh and Point San Pedro Road, and the southerly section orients toward the Bay and proposed inland harbor area. Single family detached residential development (100/+/200/4475), similar to that existing in the rest of the neighborhood, is designated for much of the northerly section. The marsh area, which has been converted from salt water to fresh water and degraded as a result of the dike and other human activities, is to be restored to tidal action. A neighborhood scale office commercial area is designated at the site of the McNear Brick Company factory. Non-residential, private land use is usually most capable of making economical adoptive use of historical complexes. The neighborhood scale is intended to attract local residents primarily, thereby reducing traffic impacts on the Point San Pedro Road corridor. As specified in the Visual Image and Quality of Life Element, the historical integrity of the brick works area is to be respected.

A proposed inland harbor is the focal point of development designated for the southerly portion of the Dillingham property. The Draft Plan constitutes only a conceptual endorsement of the inland harbor concept. The technical feasibility of the concept must be approved by agencies such as BCDC. Evaluation of technical aspects of the inland harbor should take place when the County reviews the reclamation plan for the quarry.

The southerly area also provides a unique location for Bay oriented residential development. Because extensive cut slopes exist, townhouse style units (200/+/300) are most appropriate. In that way views can be maximized, and structures used to screen the disturbed landscape. As required in the Circulation and Traffic Element, the ultimate density of development will be derived from traffic capacity of the Point San Pedro Road corridor and Highway 101 vicinity in 12 10 to 13 12 years. For planning purposes, 350 residential units are designated for the residential development envelopes on Map P2.

The first section of the report, which is the most important, is the one which deals with the general principles of the subject. It is in this section that the author sets out his own views on the subject, and it is here that he gives us the most valuable information. The second section of the report is the one which deals with the details of the subject. It is in this section that the author gives us the most interesting and valuable information. The third section of the report is the one which deals with the conclusions of the study. It is in this section that the author gives us the most important results of his study.

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F. Neighborhood Services and Facilities

1. Public Improvements

The following is a list of anticipated public improvements needed to implement the proposed neighborhood plan. It is expected that costs of all future public improvements needed specifically for new development will be paid by the developer and, therefore, indirectly by new neighborhood residents.

- Additional storage facilities
- a. Two/500,000/gallon water tanks will be needed to serve new development. Appropriate design consideration shall be given to minimize the visual impacts of these tanks/to/be/located/on/State/Park property/ facilities.
 - b. If/the/Sanitary/District/s/water/reclamation/plan is/approved,/a/300,000/gallon/water/storage/tank for/reclaimed/water/will/be/required././Again,/minimal/visual/impact/shall/be/an/objective/of/the design/review/process./
Wastewater treatment facilities need to
 - c. The/Marin/Bay/Treatment/Plant/and/similar/pump station/are/to/be expanded in accord with final design standards mandated by the Regional Water Quality Control Board,
 - d. Development of a public neighborhood park and vest pocket park as detailed in the Open Space, Parks and Recreation Element will be required.
 - e. The two lane portion of Point San Pedro Road from Riviera to Biscayne Drive will have to be improved to handle new development in the neighborhood. Ultimately, the road will need to be four lanes from Riviera Drive to the entrance to the Dillingham property.
 - f. Bicycle and pedestrian paths will have to be designed and constructed. Those portions of the system on undeveloped lands will be improved as a condition of plan approval.
 - g. As determined by further analysis, new pumps and tide gates may be needed to deal with the flooding problem on Point San Pedro Road.
 - h. Bus shelters should be provided at the time the neighborhood is served by daily transit.

The University of Chicago is a leading research institution in the United States. It is a private, non-profit university located in Chicago, Illinois. The university was founded in 1837 and is one of the oldest and most prestigious universities in the world. It is known for its high academic standards and its commitment to research and scholarship. The university has a long history of excellence in education and research, and it continues to be a leader in these fields today.

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2. Annexation Policies

Because several of the undeveloped properties in the neighborhood are located outside the City limits, annexation policies need to be included in this Element. The following policies will be forwarded to the County of Marin and the Local Agency Formation Commission:

- a. ~~It is the basic policy of the City of San Rafael~~
~~that~~ Undeveloped, unincorporated lands located within the Peacock Gap Neighborhood boundary shall be annexed to the City prior to any form of development approval.
- b. Extension of urban services such as water and sewer lines promotes urban development. It is the City's policy that lands already within the service area boundaries of the Marin Municipal Water District and/or the San Rafael Sanitation District not be extended urban service until such lands have been annexed to the City.
- c. Annexation of Parcel 8 (Dillingham Corporation) to the City for purpose of providing services to urban development shall not occur until expiration of the 10 to 12 year Mineral Resource Area designation in this Neighborhood Plan or shall occur only if the rezoning of the property incorporates the 10 to 12 year Mineral Resource Area designation.

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IMPLEMENTATION

The six elements of the Draft Peacock Gap Neighborhood Plan contain numerous specific policies. Several of those policies mandate that implementation measures be taken by the City to ensure success of the Neighborhood Plan. This section of the Plan sets forth the implementation program required by the Plan.

A. Rezoning

Several types of rezoning are required to implement the Neighborhood Plan. Existing development must be rezoned because the P-C District is no longer valid. Additionally, the single family areas need specific zoning regulations such as contained in Appendix A. Up to this time, the Covenants, Conditions and Restrictions (CC&R's) recorded for the single family detached portions of the neighborhood have served as zoning regulations. Those CC&R's will expire, leaving the existing development without enforceable regulations.

The golf course and lagoon need to be rezoned to an exclusive recreation district. Lastly, the vacant lands within the City should be rezoned to an appropriate district which requires planned development later. Also, planned development zoning would be needed as prezoning for properties to be annexed later.

B. Phasing

Phasing of development on the New York-California Industrial properties is needed to ensure compliance with the Neighborhood Plan. Specific development plans must be approved first for Parcel 6 to determine the nature of any density transfer from Parcel 2. The Brick Barn complex must be approved prior to the surrounding single family detached development. In that way if any difficulties about the Brick Barn arise, the surrounding development area can be modified appropriately. It is desirable that development proceed from west to east to minimize construction impacts on new residents.

C. Neighborhood Park

After completion of the Neighborhood Plan, a conceptual

REPORT

The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. The second part of the report is a detailed description of the methodology used in the study. It includes a description of the data collection methods, the sample size, and the statistical methods used to analyze the data. The third part of the report is a discussion of the results of the study. It includes a description of the findings and a comparison of the results with previous research. The fourth part of the report is a conclusion and a list of references.

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master plan for the neighborhood park should be developed by the City. The master plan should provide for phased development of the park consistent with phasing of new development. Should development of Parcels 1 and 2 lag behind other new development, the City shall consider use of eminent domain to secure the neighborhood park site.

D. Traffic Improvement Plan

After Neighborhood Plan approval, the City shall prepare a traffic improvement plan. The plan should set forth the necessary phasing of improvements in the Point San Pedro Road corridor and a means for apportioning the costs thereof to new development. The City will foster utilization of assessment district proceedings if desired by affected property owners. A cost allocation system shall be devised to apportion costs of San Pedro Road improvements to new development.

E. County of Marin

Coordination with the County of Marin is required to ensure the success of the Neighborhood Plan. The City will ask the County and the Local Agency Formation Commission to recognize the Neighborhood Plan as the binding specific area plan for the unincorporated area. Two other actions by the County would then be required. A surface mining reclamation plan consistent with the Neighborhood Plan must be approved for the Dillingham Corporation property. Currently, the requirements of the California Surface Mining Act of 1975 have not been met in this regard. Lastly, several of the unincorporated properties need to be rezoned to districts consistent with the Neighborhood Plan and Countywide Plan.

F. Development Agreements

Recent State legislation allows local agencies to enter into contractual agreements with developers of new projects. Such agreements lend contractual status to the agency's conditions of approval and to the developer's project description; specific time frames can be imposed on the life of the agreement. Because of the complicated phasing and funding requirements mandated in the Neighborhood Plan, such development agreements appear to provide the greatest guarantee to the City and to the developers that new projects consistent with the Neighborhood Plan will be proposed and approved.

APPENDIX A

DEVELOPMENT STANDARDS FOR SINGLE FAMILY DETACHED HOME SITES

A. Uses Permitted

1. Single family dwellings.
2. Accessory buildings only if constructed simultaneously with or subsequent to the main building on the same lot.
3. Home occupations which comply with the provisions of Chapter 14.74, except as otherwise restricted herein.

B. Buildings

1. Only one building designed or used as a residence for one family shall be erected, located or maintained on any one lot, regardless of lot size.
2. An accessory building may be erected and maintained on the same lot as a single family dwelling house. The accessory structure may contain separate rooms for living quarters for servants or domestic employees, but may not contain a kitchen.

C. Building Height Limits

1. For dwellings, a maximum of two stories (30 feet) in height above grade level, except that on any lot (created after adoption of the Neighborhood Plan) adjacent to or bordering on the Peacock Gap Golf Course no dwelling house shall be erected or maintained which shall be more than one story (20 feet) in height.
2. The height of any dwelling house subject to Environmental Design Review may be limited to a height less than thirty (30) feet in the event that such a limitation shall be deemed necessary to implement policy of the Peacock Gap Neighborhood Plan.

D. Setbacks

The following setback standards are intended to promote diversity of subdivision and residential design.

1. Front Setback - minimum required fifteen (15) feet.
2. Side Setback - minimum required five (5) feet, provided however that a minimum of fifteen (15) feet shall be maintained between buildings on adjacent lots.
3. Rear Setback - minimum required twenty (20) feet.

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1776

1776

The first of July 1776 was a day of great importance in the history of the United States. It was on this day that the Declaration of Independence was adopted by the Continental Congress. This document declared that the thirteen colonies were no longer part of Great Britain, but were now free and independent states.

1776

The second of July 1776 was a day of great importance in the history of the United States. It was on this day that the Continental Congress moved from Philadelphia to Lancaster, and then to York, and finally to the city of Lancaster.

The third of July 1776 was a day of great importance in the history of the United States. It was on this day that the Continental Congress adopted the Declaration of Independence. This document declared that the thirteen colonies were no longer part of Great Britain, but were now free and independent states.

1776

The fourth of July 1776 was a day of great importance in the history of the United States. It was on this day that the Continental Congress adopted the Declaration of Independence. This document declared that the thirteen colonies were no longer part of Great Britain, but were now free and independent states.

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1776

The sixth of July 1776 was a day of great importance in the history of the United States. It was on this day that the Continental Congress adopted the Declaration of Independence. This document declared that the thirteen colonies were no longer part of Great Britain, but were now free and independent states.

The seventh of July 1776 was a day of great importance in the history of the United States. It was on this day that the Continental Congress adopted the Declaration of Independence. This document declared that the thirteen colonies were no longer part of Great Britain, but were now free and independent states.

The eighth of July 1776 was a day of great importance in the history of the United States. It was on this day that the Continental Congress adopted the Declaration of Independence. This document declared that the thirteen colonies were no longer part of Great Britain, but were now free and independent states.

The ninth of July 1776 was a day of great importance in the history of the United States. It was on this day that the Continental Congress adopted the Declaration of Independence. This document declared that the thirteen colonies were no longer part of Great Britain, but were now free and independent states.

APPENDIX "B"

The division of cost for the neighborhood park associated with new development is based on the following calculations. It is assumed that, in 1980 dollars, the cost of the park improvements will be \$700,000. The methodology is as follows:

I. Determine Percentage Disposition of Dwelling Units

<u>Property Owner</u>	<u>Number of Units</u>	<u>Percentage of Total</u>
American S&L	64	21%
NY-Cal Industrial	199	64%
San Rafael School District	25	8%
Roman Catholic Church	10	3%
Sixty Trust	<u>12</u>	4%
Total	310	

II. Application of Percentage to Park Development Costs

<u>Property Owner</u>	<u>Percentage</u>	<u>Dollar Amount</u>
American S&L	21%	\$147,000
NY-Cal Industrial	64%	448,000
San Rafael School District	8%	56,000
Roman Catholic Church	3%	21,000
Sixty Trust	4%	<u>28,000</u>
Total		\$700,000

It is noted that within the calculations there is no charge for park development in association with low and moderate income units. It is recommended that this recommendation be endorsed by the Planning Commission and City Council. This recommendation indirectly subsidizes the units by exempting them from park development fees. This same type of formula should be used to apportion costs for other capital improvements such as roadways, sewer expansion, etc. It is recognized that in respect to roadways, there may be a differential because of the proximity of the roadway to the development. For example, American Savings and Loan may not be responsible for a full percentage of roadway improvements in association with San Pedro Road in that the majority of their traffic will not be associated with this roadway improvement.

The distribution of assets for the various groups is presented in the following table. The percentages are based on the total assets of the group. The percentages are based on the total assets of the group.

1. Distribution of Assets by Group

Group	Assets	Percentage
Group 1	100	100
Group 2	200	200
Group 3	300	300
Group 4	400	400
Group 5	500	500
Group 6	600	600
Group 7	700	700
Group 8	800	800
Group 9	900	900
Group 10	1000	1000

2. Distribution of Assets by Group

Group	Assets	Percentage
Group 1	100	100
Group 2	200	200
Group 3	300	300
Group 4	400	400
Group 5	500	500
Group 6	600	600
Group 7	700	700
Group 8	800	800
Group 9	900	900
Group 10	1000	1000

The distribution of assets for the various groups is presented in the following table. The percentages are based on the total assets of the group. The percentages are based on the total assets of the group.

Maps

NOTE: Minor changes are to be made to Maps P2 and P3. Full size 400 scale maps will be available for viewing in the San Rafael Planning Department on August 27, 1980, and at the Planning Commission public hearing on September 3, 1980. Reduced maps will be distributed then, also.

Maps

Other sections are to be made in Maps 12 and 13. The 200 series maps will be available for viewing in the San Jose Planning Department on August 27, 1980, and at the Planning Commission Public Hearing on September 2, 1980. Minutes will be distributed then, also.

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